

Official and Classified ADVERTISEMENTS

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WHEN ORDERING GOODS ADVERTISED IN OUR CLASSIFIED COLUMNS WE ASK OUR READERS NOT TO SEND MONEY IN ADVANCE BUT TO PAY CASH ON DELIVERY.

F. R. PURSELL,
ADVERTISEMENT DIRECTOR

Beaufort Liberator
BIRKENHEAD

Tel. 051-652 6151 (10 lines)
Telex 62478

Cummins Diesel

Sales & Service
RAINHAM TRADING
ESTATE
DOVER CORNER, NEW
ROAD, RAINHAM, ESSEX
Tel: Rainham 53355

fishing news

November 11, 1977

No. 3353

Est. 1913

15p

Diesel engines
from 200
to 600 bhp
**MIRRELES
BLACKSTONE
DIESELS**

ENGINES FOR SALE

FOR RELIABILITY GARDNER DIESELS 110-230 HP

First class marine engine units fitted with reconditioned Gardner diesels and any reduction up to 4.5-1, front end drives, A/C alternators, bilge pumps and any ancillary equipment required.

Other popular makes of engines, stern tubes, shafts and steering gear supplied.

For prompt service and delivery contact:

FISHCRAFT
of
FOLKESTONE

1 The Stede
The Fishmarket
Folkestone, Kent
Tel: (0303) 59220
(0303) 892741

VIKING MARINE INTERNATIONAL are now offering 23-220 horse power GUARANTEED MARINE DIESEL UNITS FORD - BMC - CUMMINS HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE

For fast, courteous, service contact:
V.M.I. Plein Road, Folkestone, Kent
Telephone: 57127

DIESEL engines two of Daisies 8 cylinder, 10A BHP 2000 RPM factory re-built, complete with ancillaries, suitable for motor launch, 1000 plus VAT, 12 volt 75 amp steel case, new, suitable for boat auxiliaries, lighting etc. 210 each plus VAT. Telephone: Amptill (Bed) 40365 (daytime).

CATERPILLAR D379
complete with 12000 hours and VP propeller reduction gear 3.8:1 rotation, anti-clockwise prop. dia 1600MM.

Engine was completely overhauled in January 1977, new pistons and liners were fitted. Reason for sale: larger engine being installed.

Engine available at Montecarlo, Holland from 1st November. Further details and offers to

LHD LTD.
Alcandre Buildings,
Larwick.
Telephone: Larwick 3768.

S/H Ruston VRH/80 broke horse 6 cyl. diesel engine, recently run, complete with: water, engine, radiator, engine bed, gearbox, 100 gal. fuel tank, breake prop, shaft and propeller, stern glands, roller and roller gear, 22,000, telephone Cheddar 74274.

REMOVING Thornycroft NR8 with SCG gearbox, will split for spare or sell complete. Telephone: Newton 493 or 221.

ONE 4 cylinder Kerosene diesel 2400hp with Bravo gearbox, Somers auxiliary diesel with compressor and air bottles, 2 AC 7 alternators and regulators, 2 24 V dynamo's, 4 drum winch, jockey pulleys and take off, Kelsie Hughes roller, telephone Sheldon (Devon) 3640.

TWO air cooled SR3 Lister diesel 191hp 2:1 reduction SLA gearbox, alternators, electric start, 1850 each. Telephone: 051 877 1464.

KELVIN 130hp 8LR for spare, telephone: Scarborough 75189 or 85428.

GEARBOX Twin Disc MG 608 3:1, new, unused, suitable Gardner, Ford, Perkins, etc. Telephone: 0783 58106 evenings.

SITUATIONS WANTED

OKIPPER with crew seeks trawler 60/80ft on share basis. Preferably a.w. coast, but not essential, available immediately. Box No. 142.

WANTED to work on share basis, good 60ft. trawler, under 25 tons, rubbish please. Box No. 142.

ENGINES WANTED

WANTED marine engines, particularly Lister and Patters 10-40hp, air or water cooled, cash paid, we collect. Severn City Sales, Blackpole Wharf, Worcester, telephone: 0606 54474.

WANTED good Kelvin K2 marine with or without stern gear. Details to John S. Allen & Son Ltd., 19/20 The Ridgeway, London SW16 4QN, telephone: 01 946 4141 - 01 946 7648.

WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Trem & Co. Ltd.,
Sawtry Road, Farningham,
Near Dover, Kent.
Tel: Dover 770203
Telex: 547239

WANTED Lister/Petter 8-15hp air cooled engine, 2:1 reduction, good condition. D. Yule, 28 Elliot Street, Arbroath.

WANTED Gardner, Kelvin, other engines, marine or land, immediate cash payments. Tel: 84 High Street, Fraserburgh, tel: 2280.

MARINE engines wanted, all types. Also assessors and chelins. Telephone: St. Fergus 307.

PUBLIC NOTICE

NOTICE TO MARINERS
Rock dumping on St. Peter's Head, 1st October 1977.

First location is pipeline channel 4.6 to 4.8 which is equivalent to 1000 tons of rubble. Second location is pipeline channel 4.8 to 5.2 which is equivalent to 1000 tons of rubble. Third location is pipeline channel 5.2 to 5.6 which is equivalent to 1000 tons of rubble. Fourth location is pipeline channel 5.6 to 6.0 which is equivalent to 1000 tons of rubble. Fifth location is pipeline channel 6.0 to 6.4 which is equivalent to 1000 tons of rubble. Sixth location is pipeline channel 6.4 to 6.8 which is equivalent to 1000 tons of rubble. Seventh location is pipeline channel 6.8 to 7.2 which is equivalent to 1000 tons of rubble. Eighth location is pipeline channel 7.2 to 7.6 which is equivalent to 1000 tons of rubble. Ninth location is pipeline channel 7.6 to 8.0 which is equivalent to 1000 tons of rubble. Tenth location is pipeline channel 8.0 to 8.4 which is equivalent to 1000 tons of rubble. Eleventh location is pipeline channel 8.4 to 8.8 which is equivalent to 1000 tons of rubble. Twelfth location is pipeline channel 8.8 to 9.2 which is equivalent to 1000 tons of rubble. Thirteenth location is pipeline channel 9.2 to 9.6 which is equivalent to 1000 tons of rubble. Fourteenth location is pipeline channel 9.6 to 10.0 which is equivalent to 1000 tons of rubble. Fifteenth location is pipeline channel 10.0 to 10.4 which is equivalent to 1000 tons of rubble. Sixteenth location is pipeline channel 10.4 to 10.8 which is equivalent to 1000 tons of rubble. Seventeenth location is pipeline channel 10.8 to 11.2 which is equivalent to 1000 tons of rubble. Eighteenth location is pipeline channel 11.2 to 11.6 which is equivalent to 1000 tons of rubble. Nineteenth location is pipeline channel 11.6 to 12.0 which is equivalent to 1000 tons of rubble. Twentieth location is pipeline channel 12.0 to 12.4 which is equivalent to 1000 tons of rubble. Twenty-first location is pipeline channel 12.4 to 12.8 which is equivalent to 1000 tons of rubble. Twenty-second location is pipeline channel 12.8 to 13.2 which is equivalent to 1000 tons of rubble. Twenty-third location is pipeline channel 13.2 to 13.6 which is equivalent to 1000 tons of rubble. Twenty-fourth location is pipeline channel 13.6 to 14.0 which is equivalent to 1000 tons of rubble. Twenty-fifth location is pipeline channel 14.0 to 14.4 which is equivalent to 1000 tons of rubble. Twenty-sixth location is pipeline channel 14.4 to 14.8 which is equivalent to 1000 tons of rubble. Twenty-seventh location is pipeline channel 14.8 to 15.2 which is equivalent to 1000 tons of rubble. Twenty-eighth location is pipeline channel 15.2 to 15.6 which is equivalent to 1000 tons of rubble. Twenty-ninth location is pipeline channel 15.6 to 16.0 which is equivalent to 1000 tons of rubble. Thirtieth location is pipeline channel 16.0 to 16.4 which is equivalent to 1000 tons of rubble. Thirty-first location is pipeline channel 16.4 to 16.8 which is equivalent to 1000 tons of rubble. Thirty-second location is pipeline channel 16.8 to 17.2 which is equivalent to 1000 tons of rubble. Thirty-third location is pipeline channel 17.2 to 17.6 which is equivalent to 1000 tons of rubble. Thirty-fourth location is pipeline channel 17.6 to 18.0 which is equivalent to 1000 tons of rubble. Thirty-fifth location is pipeline channel 18.0 to 18.4 which is equivalent to 1000 tons of rubble. Thirty-sixth location is pipeline channel 18.4 to 18.8 which is equivalent to 1000 tons of rubble. Thirty-seventh location is pipeline channel 18.8 to 19.2 which is equivalent to 1000 tons of rubble. Thirty-eighth location is pipeline channel 19.2 to 19.6 which is equivalent to 1000 tons of rubble. Thirty-ninth location is pipeline channel 19.6 to 20.0 which is equivalent to 1000 tons of rubble. Fortieth location is pipeline channel 20.0 to 20.4 which is equivalent to 1000 tons of rubble. Forty-first location is pipeline channel 20.4 to 20.8 which is equivalent to 1000 tons of rubble. Forty-second location is pipeline channel 20.8 to 21.2 which is equivalent to 1000 tons of rubble. Forty-third location is pipeline channel 21.2 to 21.6 which is equivalent to 1000 tons of rubble. Forty-fourth location is pipeline channel 21.6 to 22.0 which is equivalent to 1000 tons of rubble. Forty-fifth location is pipeline channel 22.0 to 22.4 which is equivalent to 1000 tons of rubble. Forty-sixth location is pipeline channel 22.4 to 22.8 which is equivalent to 1000 tons of rubble. Forty-seventh location is pipeline channel 22.8 to 23.2 which is equivalent to 1000 tons of rubble. Forty-eighth location is pipeline channel 23.2 to 23.6 which is equivalent to 1000 tons of rubble. Forty-ninth location is pipeline channel 23.6 to 24.0 which is equivalent to 1000 tons of rubble. Fiftieth location is pipeline channel 24.0 to 24.4 which is equivalent to 1000 tons of rubble. Fifty-first location is pipeline channel 24.4 to 24.8 which is equivalent to 1000 tons of rubble. Fifty-second location is pipeline channel 24.8 to 25.2 which is equivalent to 1000 tons of rubble. Fifty-third location is pipeline channel 25.2 to 25.6 which is equivalent to 1000 tons of rubble. Fifty-fourth location is pipeline channel 25.6 to 26.0 which is equivalent to 1000 tons of rubble. Fifty-fifth location is pipeline channel 26.0 to 26.4 which is equivalent to 1000 tons of rubble. Fifty-sixth location is pipeline channel 26.4 to 26.8 which is equivalent to 1000 tons of rubble. Fifty-seventh location is pipeline channel 26.8 to 27.2 which is equivalent to 1000 tons of rubble. Fifty-eighth location is pipeline channel 27.2 to 27.6 which is equivalent to 1000 tons of rubble. Fifty-ninth location is pipeline channel 27.6 to 28.0 which is equivalent to 1000 tons of rubble. Sixtieth location is pipeline channel 28.0 to 28.4 which is equivalent to 1000 tons of rubble. Sixty-first location is pipeline channel 28.4 to 28.8 which is equivalent to 1000 tons of rubble. Sixty-second location is pipeline channel 28.8 to 29.2 which is equivalent to 1000 tons of rubble. Sixty-third location is pipeline channel 29.2 to 29.6 which is equivalent to 1000 tons of rubble. Sixty-fourth location is pipeline channel 29.6 to 30.0 which is equivalent to 1000 tons of rubble. Sixty-fifth location is pipeline channel 30.0 to 30.4 which is equivalent to 1000 tons of rubble. Sixty-sixth location is pipeline channel 30.4 to 30.8 which is equivalent to 1000 tons of rubble. Sixty-seventh location is pipeline channel 30.8 to 31.2 which is equivalent to 1000 tons of rubble. Sixty-eighth location is pipeline channel 31.2 to 31.6 which is equivalent to 1000 tons of rubble. Sixty-ninth location is pipeline channel 31.6 to 32.0 which is equivalent to 1000 tons of rubble. Seventieth location is pipeline channel 32.0 to 32.4 which is equivalent to 1000 tons of rubble. Seventy-first location is pipeline channel 32.4 to 32.8 which is equivalent to 1000 tons of rubble. Seventy-second location is pipeline channel 32.8 to 33.2 which is equivalent to 1000 tons of rubble. Seventy-third location is pipeline channel 33.2 to 33.6 which is equivalent to 1000 tons of rubble. Seventy-fourth location is pipeline channel 33.6 to 34.0 which is equivalent to 1000 tons of rubble. Seventy-fifth location is pipeline channel 34.0 to 34.4 which is equivalent to 1000 tons of rubble. Seventy-sixth location is pipeline channel 34.4 to 34.8 which is equivalent to 1000 tons of rubble. Seventy-seventh location is pipeline channel 34.8 to 35.2 which is equivalent to 1000 tons of rubble. Seventy-eighth location is pipeline channel 35.2 to 35.6 which is equivalent to 1000 tons of rubble. Seventy-ninth location is pipeline channel 35.6 to 36.0 which is equivalent to 1000 tons of rubble. Eightieth location is pipeline channel 36.0 to 36.4 which is equivalent to 1000 tons of rubble. Eighty-first location is pipeline channel 36.4 to 36.8 which is equivalent to 1000 tons of rubble. Eighty-second location is pipeline channel 36.8 to 37.2 which is equivalent to 1000 tons of rubble. Eighty-third location is pipeline channel 37.2 to 37.6 which is equivalent to 1000 tons of rubble. Eighty-fourth location is pipeline channel 37.6 to 38.0 which is equivalent to 1000 tons of rubble. Eighty-fifth location is pipeline channel 38.0 to 38.4 which is equivalent to 1000 tons of rubble. Eighty-sixth location is pipeline channel 38.4 to 38.8 which is equivalent to 1000 tons of rubble. Eighty-seventh location is pipeline channel 38.8 to 39.2 which is equivalent to 1000 tons of rubble. Eighty-eighth location is pipeline channel 39.2 to 39.6 which is equivalent to 1000 tons of rubble. Eighty-ninth location is pipeline channel 39.6 to 40.0 which is equivalent to 1000 tons of rubble. Ninetieth location is pipeline channel 40.0 to 40.4 which is equivalent to 1000 tons of rubble. One hundred location is pipeline channel 40.4 to 40.8 which is equivalent to 1000 tons of rubble. One hundred and first location is pipeline channel 40.8 to 41.2 which is equivalent to 1000 tons of rubble. One hundred and second location is pipeline channel 41.2 to 41.6 which is equivalent to 1000 tons of rubble. One hundred and third location is pipeline channel 41.6 to 42.0 which is equivalent to 1000 tons of rubble. One hundred and fourth location is pipeline channel 42.0 to 42.4 which is equivalent to 1000 tons of rubble. One hundred and fifth location is pipeline channel 42.4 to 42.8 which is equivalent to 1000 tons of rubble. One hundred and sixth location is pipeline channel 42.8 to 43.2 which is equivalent to 1000 tons of rubble. One hundred and seventh location is pipeline channel 43.2 to 43.6 which is equivalent to 1000 tons of rubble. One hundred and eighth location is pipeline channel 43.6 to 44.0 which is equivalent to 1000 tons of rubble. One hundred and ninth location is pipeline channel 44.0 to 44.4 which is equivalent to 1000 tons of rubble. One hundred and tenth location is pipeline channel 44.4 to 44.8 which is equivalent to 1000 tons of rubble. One hundred and eleventh location is pipeline channel 44.8 to 45.2 which is equivalent to 1000 tons of rubble. One hundred and twelfth location is pipeline channel 45.2 to 45.6 which is equivalent to 1000 tons of rubble. One hundred and thirteenth location is pipeline channel 45.6 to 46.0 which is equivalent to 1000 tons of rubble. One hundred and fourteenth location is pipeline channel 46.0 to 46.4 which is equivalent to 1000 tons of rubble. One hundred and fifteenth location is pipeline channel 46.4 to 46.8 which is equivalent to 1000 tons of rubble. One hundred and sixteenth location is pipeline channel 46.8 to 47.2 which is equivalent to 1000 tons of rubble. One hundred and seventeenth location is pipeline channel 47.2 to 47.6 which is equivalent to 1000 tons of rubble. One hundred and eighteenth location is pipeline channel 47.6 to 48.0 which is equivalent to 1000 tons of rubble. One hundred and nineteenth location is pipeline channel 48.0 to 48.4 which is equivalent to 1000 tons of rubble. One hundred and twentieth location is pipeline channel 48.4 to 48.8 which is equivalent to 1000 tons of rubble. One hundred and twenty-first location is pipeline channel 48.8 to 49.2 which is equivalent to 1000 tons of rubble. One hundred and twenty-second location is pipeline channel 49.2 to 49.6 which is equivalent to 1000 tons of rubble. One hundred and twenty-third location is pipeline channel 49.6 to 50.0 which is equivalent to 1000 tons of rubble. One hundred and twenty-fourth location is pipeline channel 50.0 to 50.4 which is equivalent to 1000 tons of rubble. One hundred and twenty-fifth location is pipeline channel 50.4 to 50.8 which is equivalent to 1000 tons of rubble. One hundred and twenty-sixth location is pipeline channel 50.8 to 51.2 which is equivalent to 1000 tons of rubble. One hundred and twenty-seventh location is pipeline channel 51.2 to 51.6 which is equivalent to 1000 tons of rubble. One hundred and twenty-eighth location is pipeline channel 51.6 to 52.0 which is equivalent to 1000 tons of rubble. One hundred and twenty-ninth location is pipeline channel 52.0 to 52.4 which is equivalent to 1000 tons of rubble. One hundred and thirtieth location is pipeline channel 52.4 to 52.8 which is equivalent to 1000 tons of rubble. One hundred and thirty-first location is pipeline channel 52.8 to 53.2 which is equivalent to 1000 tons of rubble. One hundred and thirty-second location is pipeline channel 53.2 to 53.6 which is equivalent to 1000 tons of rubble. One hundred and thirty-third location is pipeline channel 53.6 to 54.0 which is equivalent to 1000 tons of rubble. One hundred and thirty-fourth location is pipeline channel 54.0 to 54.4 which is equivalent to 1000 tons of rubble. One hundred and thirty-fifth location is pipeline channel 54.4 to 54.8 which is equivalent to 1000 tons of rubble. One hundred and thirty-sixth location is pipeline channel 54.8 to 55.2 which is equivalent to 1000 tons of rubble. One hundred and thirty-seventh location is pipeline channel 55.2 to 55.6 which is equivalent to 1000 tons of rubble. One hundred and thirty-eighth location is pipeline channel 55.6 to 56.0 which is equivalent to 1000 tons of rubble. One hundred and thirty-ninth location is pipeline channel 56.0 to 56.4 which is equivalent to 1000 tons of rubble. One hundred and fortieth location is pipeline channel 56.4 to 56.8 which is equivalent to 1000 tons of rubble. One hundred and forty-first location is pipeline channel 56.8 to 57.2 which is equivalent to 1000 tons of rubble. One hundred and forty-second location is pipeline channel 57.2 to 57.6 which is equivalent to 1000 tons of rubble. One hundred and forty-third location is pipeline channel 57.6 to 58.0 which is equivalent to 1000 tons of rubble. One hundred and forty-fourth location is pipeline channel 58.0 to 58.4 which is equivalent to 1000 tons of rubble. One hundred and forty-fifth location is pipeline channel 58.4 to 58.8 which is equivalent to 1000 tons of rubble. One hundred and forty-sixth location is pipeline channel 58.8 to 59.2 which is equivalent to 1000 tons of rubble. One hundred and forty-seventh location is pipeline channel 59.2 to 59.6 which is equivalent to 1000 tons of rubble. One hundred and forty-eighth location is pipeline channel 59.6 to 60.0 which is equivalent to 1000 tons of rubble. One hundred and forty-ninth location is pipeline channel 60.0 to 60.4 which is equivalent to 1000 tons of rubble. 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One hundred and sixty-sixth location is pipeline channel 66.8 to 67.2 which is equivalent to 1000 tons of rubble. One hundred and sixty-seventh location is pipeline channel 67.2 to 67.6 which is equivalent to 1000 tons of rubble. One hundred and sixty-eighth location is pipeline channel 67.6 to 68.0 which is equivalent to 1000 tons of rubble. One hundred and sixty-ninth location is pipeline channel 68.0 to 68.4 which is equivalent to 1000 tons of rubble. One hundred and seventieth location is pipeline channel 68.4 to 68.8 which is equivalent to 1000 tons of rubble. One hundred and seventy-first location is pipeline channel 68.8 to 69.2 which is equivalent to 1000 tons of rubble. One hundred and seventy-second location is pipeline channel 69.2 to 69.6 which is equivalent to 1000 tons of rubble. One hundred and seventy-third location is pipeline channel 69.6 to 70.0 which is equivalent to 1000 tons of rubble. One hundred and seventy-fourth location is pipeline channel 70.0 to 70.4 which is equivalent to 1000 tons of rubble. One hundred and seventy-fifth location is pipeline channel 70.4 to 70.8 which is equivalent to 1000 tons of rubble. One hundred and seventy-sixth location is pipeline channel 70.8 to 71.2 which is equivalent to 1000 tons of rubble. One hundred and seventy-seventh location is pipeline channel 71.2 to 71.6 which is equivalent to 1000 tons of rubble. One hundred and seventy-eighth location is pipeline channel 71.6 to 72.0 which is equivalent to 1000 tons of rubble. One hundred and seventy-ninth location is pipeline channel 72.0 to 72.4 which is equivalent to 1000 tons of rubble. One hundred and eightieth location is pipeline channel 72.4 to 72.8 which is equivalent to 1000 tons of rubble. One hundred and eighty-first location is pipeline channel 72.8 to 73.2 which is equivalent to 1000 tons of rubble. One hundred and eighty-second location is pipeline channel 73.2 to 73.6 which is equivalent to 1000 tons of rubble. One hundred and eighty-third location is pipeline channel 73.6 to 74.0 which is equivalent to 1000 tons of rubble. One hundred and eighty-fourth location is pipeline channel 74.0 to 74.4 which is equivalent to 1000 tons of rubble. One hundred and eighty-fifth location is pipeline channel 74.4 to 74.8 which is equivalent to 1000 tons of rubble. One hundred and eighty-sixth location is pipeline channel 74.8 to 75.2 which is equivalent to 1000 tons of rubble. One hundred and eighty-seventh location is pipeline channel 75.2 to 75.6 which is equivalent to 1000 tons of rubble. One hundred and eighty-eighth location is pipeline channel 75.6 to 76.0 which is equivalent to 1000 tons of rubble. One hundred and eighty-ninth location is pipeline channel 76.0 to 76.4 which is equivalent to 1000 tons of rubble. One hundred and ninetieth location is pipeline channel 76.4 to 76.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred location is pipeline channel 76.8 to 77.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and first location is pipeline channel 77.2 to 77.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and second location is pipeline channel 77.6 to 78.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and third location is pipeline channel 78.0 to 78.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fourth location is pipeline channel 78.4 to 78.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fifth location is pipeline channel 78.8 to 79.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixth location is pipeline channel 79.2 to 79.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and seventh location is pipeline channel 79.6 to 80.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and eighth location is pipeline channel 80.0 to 80.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and ninth location is pipeline channel 80.4 to 80.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and tenth location is pipeline channel 80.8 to 81.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and eleventh location is pipeline channel 81.2 to 81.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and twelfth location is pipeline channel 81.6 to 82.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and thirteenth location is pipeline channel 82.0 to 82.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fourteenth location is pipeline channel 82.4 to 82.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fifteenth location is pipeline channel 82.8 to 83.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixteenth location is pipeline channel 83.2 to 83.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and seventeenth location is pipeline channel 83.6 to 84.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and eighteenth location is pipeline channel 84.0 to 84.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and nineteenth location is pipeline channel 84.4 to 84.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and twentieth location is pipeline channel 84.8 to 85.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and twenty-first location is pipeline channel 85.2 to 85.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and twenty-second location is pipeline channel 85.6 to 86.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and twenty-third location is pipeline channel 86.0 to 86.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and twenty-fourth location is pipeline channel 86.4 to 86.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and twenty-fifth location is pipeline channel 86.8 to 87.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and twenty-sixth location is pipeline channel 87.2 to 87.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and twenty-seventh location is pipeline channel 87.6 to 88.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and twenty-eighth location is pipeline channel 88.0 to 88.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and twenty-ninth location is pipeline channel 88.4 to 88.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and thirtieth location is pipeline channel 88.8 to 89.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and thirty-first location is pipeline channel 89.2 to 89.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and thirty-second location is pipeline channel 89.6 to 90.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and thirty-third location is pipeline channel 90.0 to 90.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and thirty-fourth location is pipeline channel 90.4 to 90.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and thirty-fifth location is pipeline channel 90.8 to 91.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and thirty-sixth location is pipeline channel 91.2 to 91.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and thirty-seventh location is pipeline channel 91.6 to 92.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and thirty-eighth location is pipeline channel 92.0 to 92.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and thirty-ninth location is pipeline channel 92.4 to 92.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fortieth location is pipeline channel 92.8 to 93.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and forty-first location is pipeline channel 93.2 to 93.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and forty-second location is pipeline channel 93.6 to 94.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and forty-third location is pipeline channel 94.0 to 94.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and forty-fourth location is pipeline channel 94.4 to 94.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and forty-fifth location is pipeline channel 94.8 to 95.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and forty-sixth location is pipeline channel 95.2 to 95.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and forty-seventh location is pipeline channel 95.6 to 96.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and forty-eighth location is pipeline channel 96.0 to 96.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and forty-ninth location is pipeline channel 96.4 to 96.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fiftieth location is pipeline channel 96.8 to 97.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fifty-first location is pipeline channel 97.2 to 97.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fifty-second location is pipeline channel 97.6 to 98.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fifty-third location is pipeline channel 98.0 to 98.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fifty-fourth location is pipeline channel 98.4 to 98.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fifty-fifth location is pipeline channel 98.8 to 99.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fifty-sixth location is pipeline channel 99.2 to 99.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fifty-seventh location is pipeline channel 99.6 to 100.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fifty-eighth location is pipeline channel 100.0 to 100.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and fifty-ninth location is pipeline channel 100.4 to 100.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixtieth location is pipeline channel 100.8 to 101.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixty-first location is pipeline channel 101.2 to 101.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixty-second location is pipeline channel 101.6 to 102.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixty-third location is pipeline channel 102.0 to 102.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixty-fourth location is pipeline channel 102.4 to 102.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixty-fifth location is pipeline channel 102.8 to 103.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixty-sixth location is pipeline channel 103.2 to 103.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixty-seventh location is pipeline channel 103.6 to 104.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixty-eighth location is pipeline channel 104.0 to 104.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and sixty-ninth location is pipeline channel 104.4 to 104.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and seventieth location is pipeline channel 104.8 to 105.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and seventy-first location is pipeline channel 105.2 to 105.6 which is equivalent to 1000 tons of rubble. One hundred and one hundred and seventy-second location is pipeline channel 105.6 to 106.0 which is equivalent to 1000 tons of rubble. One hundred and one hundred and seventy-third location is pipeline channel 106.0 to 106.4 which is equivalent to 1000 tons of rubble. One hundred and one hundred and seventy-fourth location is pipeline channel 106.4 to 106.8 which is equivalent to 1000 tons of rubble. One hundred and one hundred and seventy-fifth location is pipeline channel 106.8 to 107.2 which is equivalent to 1000 tons of rubble. One hundred and one hundred and seventy-sixth location is pipeline channel 107.2 to 107.6 which is equivalent to 1000 tons of rubble. 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One hundred and one hundred and one hundred location is pipeline channel 113.2 to 11

Esbjerg buy-up goes on

THE FORMER Esbjerg anchor-seiner *Sylvana* — bought by Grimsby Interest to operate through the local agency of Sem Chapman & Sons — arrived at the Humber port last week.

The 40-ton wooden seiner, which conforms to the traditional Danish design now so popular at Grimsby, fished her way across in far from perfect conditions.

Nevertheless, she grossed £3,100 from 100 kits of good quality plaice on her first landing as a Grimsby-owned vessel.

Sylvana is the fourth Esbjerg seiner bought to work through the Chapman agency this year. The firm is now responsible for 15 locally-owned seiners and expects to improve on this number in future.

Fishing strength

FOURTEEN freezer trawlers were seen sheltering in Cornwall's Mounts Bay last weekend.

Almost all were Dutch, although two were British, and they gave local fishermen an indication of fishing strength off Cornwall.

'Heather E' surfaces — to a new problem

THE CORNISH mid-water trawler *Heather E* — pictured swamped at St. Mawes in *Fishing News* last week — has been raised only to run into a new problem.

She was towed into the local harbour but, as another gale blew up, the harbour company ordered her to be removed as she was bumping the quay. It was feared the 75-footer could cause extensive damage.

A salvage team from Folkestone, Kent, succeeded in refloating the wooden craft which sank at her moorings two weeks ago.

On Monday last week the team arrived at the port and immediately set to work.

One-ton and five-ton buoyancy bags were used to lift the stern and an attempt was made to tow her to the nearby harbour with her bow still aground.

She was being towed bow-first but, as the tide went down, the bow dug-in; the attempt had brought her just a couple of boat lengths nearer safety.

Local boats had been towing her at full power only feet from the quayside.

Another boat's length was gained the next day when more buoyancy bags had been tied on the bow and the stern was right up. A line was put on her stern and she was turned around.

The local fire brigade had been standing by and, at low tide, the local boat *Terene* sailed out with one of its large pumps, while an auxiliary pump was also put into action.

After a couple of hours' work the boat began to empty and she became upright. One week after she had sunk *Heather E* was towed into the quay.

She was swung away from the quay well to examine her port side which had been out of sight throughout the operation and it was found that there was extensive damage. The bilge keels had been ripped off around the area of the boat's centre bulkhead and some bolts had pulled through.

A quick caulking job was completed and a big effort was made to right her with the tide.

Then, the gales which had hampered earlier attempts to salvage the trawler, sprang up again. With waves breaking over the outer sea walls and the boat bumping against the quay, the owners were told to remove *Heather E* before she damaged the quay.

DANES SET FOR BIG FISH GRAB



A new threat to the UK — Danish purse seiners squeezed out by Norway.

WARNING SIGNS are coming from Denmark that a fleet of 300 displaced boats could be moving into British waters. Some Scottish skippers are convinced that the invasion has already started and report seeing some 30 Danish and Faroese purse seiners taking banned herring off Shetland.

Top port to appoint manager

A HARBOUR manager is to be appointed at Peterhead.

The port's Harbour Trustees decided to advertise the post at their monthly meeting on Saturday.

Chairmen, John D. Buchan, said the conveners committee thought such an appointment made sense as the harbours are becoming such a big organisation.

Figures

When Skipper William N. Buchan queried the necessity of the appointment. The chairman replied that managers had been appointed to every harbour of importance around Britain. Even Malaga had one.

The collector's returns showed that the value of white fish landed at Peterhead during October was £2,462,348, compared with £1,470,573 in October 1976.

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12-kits at Hull

HULL had only 12-kits of direct landed wet fish on Monday. This was from the Boston seiner *Viborg* which had encountered mechanical trouble and had weather.

Fish-starved merchants supplemented the landings with 1,500 boxes of overland supplies from inshore ports.

After a 12-day trip, *Viborg* made 24,500 kits.

After a 12-day trip, *Viborg* made 24,500 kits.

OWNER SAYS THANKS

THE OWNER of *Heather E*, Peter Emma, has written to *Fishing News* saying he would like to thank all involved in saving his boat. He writes:

"I would like to express my most sincere thanks to the local community of St. Mawes, Cornwall, for their strenuous efforts and assistance in salvaging the fishing vessel *Heather E* (BF73) which was on Thursday, October 22.

"After three bad gales, seven days of continuous work and nine towing attempts, we were finally successful in beaching her on Thursday, November 3.

"When my morale was at its lowest, it was nice to have had their full support and assistance.

"Every one of them was wonderful, with special mention to the following, who unforgoing efforts will always be remembered and deeply appreciated:

"John Sewle and his son, Pat and the crew of *Imvros*, John Marshall and Ken Buck and Aker, Topper, Mewes Piar and Harbour Reg, Rob and Clinton, Tony, his wonderful efforts; the Mewes fire brigade; the boat's constant supply of tea and coffee — and numerous others whose names escape me. Thank you all kindly."

P. L. EMMA
Hopton Court,
Aldrick,
Worcester.

Eastern Bloc fleet arrives



They come big from Russia. This is the 13,087 gross ton B-69 class trawler — one of the type at work off Falmouth.

EIGHT SHIPS TAKE ON SCILLY MACKEREL

THE BIGGEST fish transfer operation ever seen off Falmouth got underway this week with the arrival of eight Eastern Bloc freezer ships off Cornwall.

Another ship was due and the fleet could remain throughout the winter.

Vessels from Scotland, Hull and Grimsby which are currently fishing off the Scilly Isles are transferring hundreds of tons of mackerel to the ships.

Their cargoes will, in turn, go to a mother ship, the Bulgarian fish carrier *Albena* (6,342 gross tons). She, it is understood, will sell to West African or Russian markets.

for human consumption. Local fishermen are hopeful that their own sales will not be seriously threatened by the operation which Falmouth Harbourmaster, Captain Frank Edwards, described as having come "quite out of the blue."

In Falmouth Bay is the Russian factory ship *Antarktika* (13,087 gross tons).

In Carrick Roads are the East German fish carrier *Granitz* (2,585 gross tons) and Bulgarian fish factory stern trawlers *Zikoniya* (2,554 gross tons), *Aktinja* (2,487 gross tons), *Limoza* (2,654 gross tons), *Olusha* (2,652 gross tons) and *Argonaut* (2,487 gross tons).

Another Russian vessel similar to *Antarktika*, *Rubok Lotvii*, is due shortly.

Among the trawlers feeding them is the Fraserburgh-based *Settle Mori* — Britain's largest purse skipper-owned.

COLD STORE CORRECTION

PLYMOUTH Cold Stores new £4m. complex at Exeter is operating at a temperature of -29 deg. C., not -2 deg. C. as reported in *Fishing News*, October 28.

The cold store covers an area of 1,700 sq. metres. This was incorrectly given as 71,000 sq. metres in the same article.

We apologise for any confusion this may have caused.

'Joy-riders' face court

THREE Danish fishermen who, it is alleged, succeeded in taking the Grimsby anchor-seiner *Martin Norman* to sea on October 24 without the owner's consent are to face legal proceedings.

The men are said to have taken the 50-ton vessel from her moorings in Grimsby fish docks, and, once at sea, the owner's efforts to contact the seiner by radio drew a blank.

Just when it seemed *Martin Norman* had disappeared, the vessel suddenly turned up back at Grimsby. She arrived under cover of darkness after a four-day "trip" on October 28.

Much to the surprise of everyone, it was reported that some fishing had taken place during the trip.

Martin Norman is owned by the Delga Fishing Co. of Grimsby and operates through the Tom Sleight (P.S.) Ltd. agency.

Big scheme at Howth

A LONG-TERM plan to improve Howth harbour, Co. Dublin, has been prepared.

Howth harbour is to be developed by substantial dredging, a new pier, widening of the present west pier, filling-in and developing of the landward end of the pier, plus removal of a number of buildings from the west pier.

The plan has been formed by state agency, the Irish Board of Works.

It is expected that it would take up to four years to complete and it is expected that fishery interests will be consulted before it is implemented.

Shetland to vote

SHETLAND Fishermen's Association held talks last week with a group of anti-devolutionist MPs who visited Shetland to gain ammunition for their campaign.

Shetland Islands Council is to hold a referendum to find out whether islanders want to be devolved along with the rest of Scotland, or to retain their present links with Westminster.

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COMMENT

Some Christmas Community spirit

WHO NEEDS enemies when we have friends like our Common Market partners? If the British Fishing Federation's figures on our Norwegian cod quotas (page 1) are proved correct, it means that French and German trawler fleets have almost certainly put a large number of British distant water fishermen on the dole for Christmas and, perhaps, forever.

Unfortunately the agony does not end there. What will the German and French trawlers be doing? Almost certainly they will divert to the British sector of the North Sea, where there is already a threat from the displaced Danish purse seine fleet.

While as a member of the EEC it seems we can do nothing to defend our interest in distant waters, at least we do have the opportunity to control what goes on nearer our shores. And it is now a matter of overwhelming urgency for the Government to put some form of control on foreign effort for white fish in the North Sea with an exclusive zone.

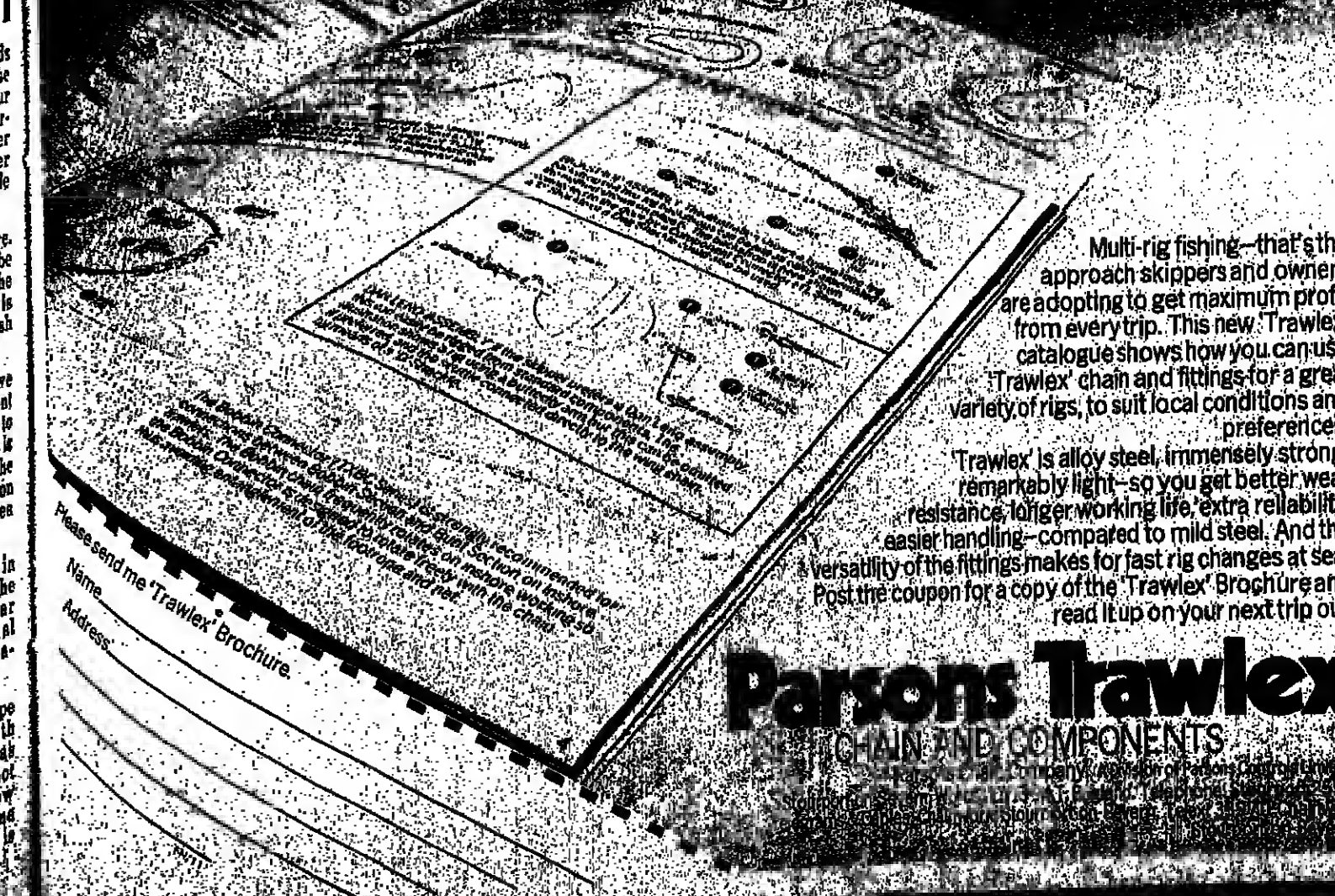
Referring this week to the French success in getting a quota for herring off their coast in the North Sea, Minister John Silkin made it clear that this recognised the principle of the coastal state having the right to determine conservation measures.

If this principle is recognised, then we hope Mr. Silkin will tell the EEC meeting next month that he is going to put it into practice, as far as the North Sea is concerned. While it might not do much for the distant water fleet, which now looks doomed, this action would be a welcome morale booster for an industry which feels it is at the mercy of its "partners".

CATCH OF THE YEAR!

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NEW TRAWLEX BROCHURE.



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50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

NOVEMBER 12 1927

CONSOLIDATED Fish-
eries trawler *Florio* fined
£600 for illegal fishing off
Island. Both her catch
and gear were con-
fiscated.

EASTBOURNE'S new
£8,000 lifeboat goes on
trials. The 35-footer has a
35 hp engine.
HULL trawler *St. Girard*
refloated after lying
dangerously half-a-mile
west of Creil, Fife.

NATURAL History
Museum at Kensington,
London, accepts a false
killer whale from a shoal
stranded at Dornoch
Firth, Ross-shire.

GRIMSBY captain, J.
Forster, sails trawler
across the Atlantic in a
record 12 days. On an
earlier trip to Cuba he
quailed a mutiny among
his coloured crewmen by
pretending a squapan
imade up his sleeve was
a gun.

CROSSE and Blackwell
apply to set up a fish meal
factory at Peterhead.



A PHOTO-MONTAGE of how the proposed
£1m development scheme at Newlyn harbour
will look when complete.

The objection to the scheme (*Fishing News*,
October 28), which involves the construction of

a new 750ft. jetty, the infilling of Kael Alley
and the realigning of land for parking, has
been withdrawn. It is hoped work will start on
this major harbour scheme around Easter next
year.

Libel action settled

SETTLEMENT was an-
nounced in the High Court
this week of a libel action
brought by Glenham Limited
against the publishers of
Fishing News following a
report published on April 15
of a dispute between
Glenham and Consolidated
Fisheries under the headline
"Short-changed on mackerel
— claim".

Mr. Richard Rampton for
the plaintiffs told the court
that the story contained
allegations that the plaintiffs
had not accounted honestly to
Consolidated, who are also
defendants to the action and
against whom the action con-
tinues, for catches entrusted
to their care.

The publishers for their
part had agreed to pay sub-
stantial damages and costs
and the plaintiffs were
prepared to let the matter rest
as against them.

Mr. David Eady, for the
publishers, said that they felt
that the allegations were of
proper interest to readers but
they regretted having given
them further currency and
apologised for doing so.

The record of the action
was withdrawn.

FLEETWOOD'S acute
fish supply problems
have again been
stressed by the port's
very hard-pressed
merchants.

Last week the president of
Fleetwood Fishing Vessel
Owners' Association, Alan
Welsh, said: "It cannot be
stressed too forcibly the
dangerously low state that the
port's throughput is in at the
moment."

"Whether it be from Ice-
land, France or Outer

Mongolia, we need something
to augment the fish landed by
our local vessels for the port
to survive as a major fishing
centre."

He said that a meeting had
been called in London on
November 17 by the

Confederation of Fried Fish
Caterers' Associations which
would be attended by
representatives of many sec-
tions of the fishing industry.

Mr. Welsh said: "The main
purpose is to press home the
need for an exclusive 50-mile

fishing zone round our shores
for British fishermen but the
general supply situation will,
no doubt, also be discussed."

Mr. Welsh will be atten-
ding the meeting with
Richard Cooke, president of
the National Federation of

Port Wholesalers this year.
Mark Hemer, general
manager of the Fleetwood
Fishing Vessel Owners'
Association, said: "We, too,
realise the need for more fish
to be landed at Fleetwood and
the meeting (between them
and the merchants) was a
help in that both sides put
forward their views."

"We are actively engaged
in increasing throughput at
Fleetwood, whether it be from
locally-based ships or certain
foreign ships, but one of our
main aims is to apply
pressure for an absolutely
vital cause — establishing a
50-mile exclusive limit for
British fishermen."

...as gales hit fleet hard

GALES on the homework
grounds hit Fleetwood's
fish supplies last week.
Ships returned to port
with reduced catches
after spending days dodg-
ing the weather.

Two ships hit were the pair
stern trawlers *Idena* and
Norina. They began their
trips at the Fluggs grounds,
off the north of Scotland, but
were unable to fish because of
the weather.

Skipper Gordon Wignell in
Idena and Skipper Bill
Reeder in *Norina* then head-
ed for the Minch. But, even

there, they were hampered by
gales sweeping across the
western seaboard.

Jim Cross, Fleetwood
manager for the vessels' own-
ers, J. Merr and Son Ltd.,
said: "We had to consider
whether to put them into a

Scottish port and restart the
trip."

"But, because they had
already been at sea a fort-
night during which they had
made only 12 hauls, and
because of the fish supply
problem here, we decided to

bring them back to the port."

Idena and *Norina* landed
400 kits for £14,000.
It was a different story for
the pair stern trawlers *Ar-
muna* and *Novena*.
Their total of 1,557 kits
sold for £46,000.

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paper and over half paper width.

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100 fathom range 3.3 fathoms
expanded range. Straight line
display over one-fifth of paper
width. Note outline of bottom
contour is visible through
expanded section.

Recording is bottom locked in
30-80 fathom range. Range of
expansion 1.7 fathoms. Straight
line display over one-fifth of paper
width.



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DRIFT-NET BONANZA

BIG LANDINGS of drift net-caught salmon in most parts of
the North-Eastern Sea Fisheries Committee district have
been reported by the chief fisheries officer, Mr. H. F.
Theaker.

He said that, with more than a fair share of onshore winds
during the first two months of the quarter, ideal conditions
for this type of fishing were created. He was speaking at the
committee's quarterly meeting held at York.

At Whitby 1,000 fish
weighing nearly three tonnes
were landed in one day — a
single boat had a catch of 170
fish. Landings of grilse were
the largest recorded at Whit-
by in living memory.

In his general comment,
Mr. Theaker said surveys of
fish and shellfish stocks had
been carried out by Ministry
scientists. Three successful
prosecutions were made for
illegal fishing in the district
during the quarter and a
further case is pending.

A total of 119 trevies were
checked during the quarter.

Fishermen to buy coach

A £4,500 coach is to be
provided for Bridlington by
the local fishermen.

The social committee of
Bridlington and Flam-
borough Fishermen's Society
hope to raise the money dur-
ing the winter.

The most important effort
will be their Boxing Day
celebrations which have now
become a popular annual at-
traction.

The last Boxing Day event
organised by the fishermen
raised £1,500 for local
charities but this year's event
will have the added boost of a
competition, with top prizes
of motor and racing cycles.

Icelandic landings: new plan

LUMPERS from Britain's
major fishing ports voted to
continue their ban on Iceland-
ic wet-fish landings at
Grimsby, Hull, Fleetwood
and Aberdeen when they met
to review the situation in
Newcastle last week.

Following an appeal from
Humberide MPs, Austin
Mitchell and John Prescott, a
new plan has been put to the
lumpers which would allow
Icelandic vessels in. This in-
volves the Icelanders sharing
out wet fish landings equally
between all four ports.

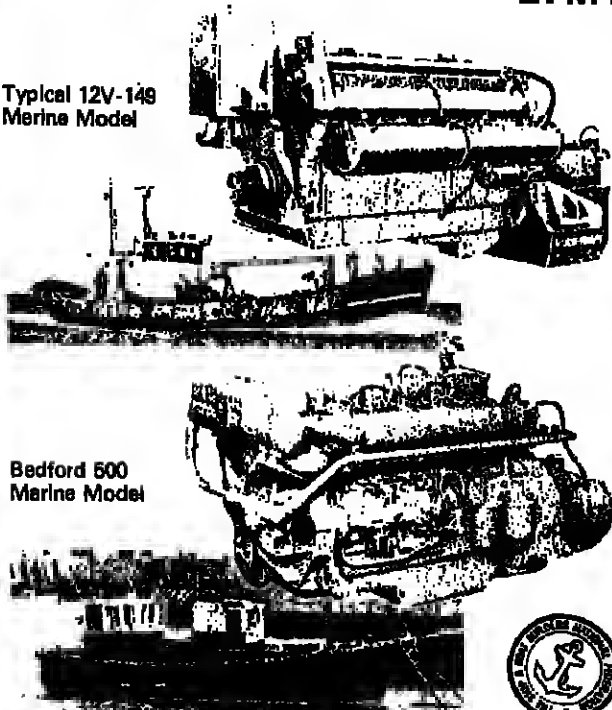
Lumpers were holding
meetings this week to con-
sider the scheme.

Christmas landings

NON-LANDING day at Hull
for wet fish and freezer
trawlers over the Christ-
mas/New Year period are as
follows: Wet fish ships: Fri-
day, December 23; Monday,
December 26; Tuesday,
December 27; Friday,
December 30 and Monday,
January 2.

Freezer ships: Mon-
day, December 26; Tuesday,
December 27; and Monday,
January 2.

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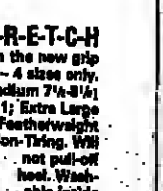
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Oysters arrive in a day

OYSTERS taken from a Lawls loch on Tuesday morning were available for customers of Glasgow's well known restaurant — The Fountain of Charing Cross — the next evening.

The oysters, grown by a new method at the Loch Milnavaig oyster farm, were sent by Datapost — a door to door service run by the Post Office. Mainly the service is used for getting important packages and documents to their destinations as quickly as possible.

The oysters are grown on a patented plastic structure like a Christmas tree which floats in the loch. This ensures that there is plenty of feed for each individual oyster held in a cup at the end of each of the tree's arms.

After being taken from the loch, they were packed and then taken to Stornoway by the Datapost service to be put on a plane for Glasgow, which is a one-hour flight.

A PLACE FOR FISH MEAL — says Silkin

THE significant place of the fish meal producer in the British fishing industry was recognised last week by John Silkin, Minister of Agriculture and Fisheries.

Speaking at the annual research award lunch in London of the Association of Fish Meal Manufacturers, Mr. Silkin said: "There will always be fish waste, fish not suitable for human consumption or fish species which the consumer does not want."

"We can use these supplies economically to the benefit of the United Kingdom, always provided that the fish stocks are properly conserved. This is where the fish meal industry comes in — to convert what otherwise might be

wasted or neglected and to divert it, indirectly, to human consumption."

Applauded as he got up to speak for his defence of British fishing interests within the EEC, Mr. Silkin emphasised that the fact that UK waters embrace two-thirds of the fishing grounds and fish stocks must find reflection in the Community's arrangements for catch quotas and access to grounds.

"In Luxembourg," he said, "I made it plain that the government stands by the proposal we have tabled for ensuring that British fishermen have exclusive access to the inner coastal belt of 12 miles and preferential access to the fishing grounds beyond that out to 50 miles."

"I also insisted on better catches for Britain and more effective conservation rules. I would like to think that our Community partners are beginning to get the message that the UK is not going to throw in the towel on these critical issues."

"We may have a long way to go before agreement is reached on a satisfactory fisheries policy for the Community of Nine, but the



Mr. John Silkin speaking at the annual research award lunch. Looking on is Mr. F. C. Jery, president of the Association of Fish Meal Manufacturers.

government will not waver from the course on which it is set."

The Association's award is for research in animal nutrition, and for the first time in the 20 years since it was introduced it went to a scientist working on fish feeding in aquaculture. The winner, Colin Cowey, heads a team at the Institute of Marine Biochemistry which has done pioneer work on the feeding of farmed marine fish.

Magistrates found the case proved in their absence.

George Hawks, prosecuting for the Northumbria Water Authority, said the offences occurred two miles east of Holy Island.

Bailiff James Flett said he saw a small boat hauling in a net and there was no label or disc displayed. In a letter to the court, the men said they had been out fishing late the previous night in another vessel and had forgotten to change over the label and disc.

£20 fine for three island fishermen

THREE Holy Island fishermen have been fined £20 each for not displaying a licence disc and label.

Magistrates at Berwick court imposed fines on James Brigham (40), William Douglas (63) and Thomas Douglas (55), all Holy Island.

They admitted using a net without displaying a licensing disc on it and failing to show a licensing label on the side of their boat.

Hauling

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LOBSTER TAGGING IS EXTENDED TO WALES

THE FIRST phase of an extended lobster tagging programme by the Fisheries Lab at Burnham on Crouch, Essex, has been completed.

The lab set up a tagging operation in Wales this year and a total of 1,636 tagged lobsters have been released in Cardigan Bay during this summer.

Conservation of the lobster stocks in Great Britain is dependent upon a single

regulation — the 80 mm carapace length minimum legal size. To be sure that any increase in this minimum size will benefit the various fisheries, it is necessary to know something about the growth rate, migrations, the mortality rate due to natural causes and the proportion of the stock caught by fishing.

This information is being made available thanks to the co-operation of fishermen and lobster buyers all around England and Wales. They are returning tagged lobsters

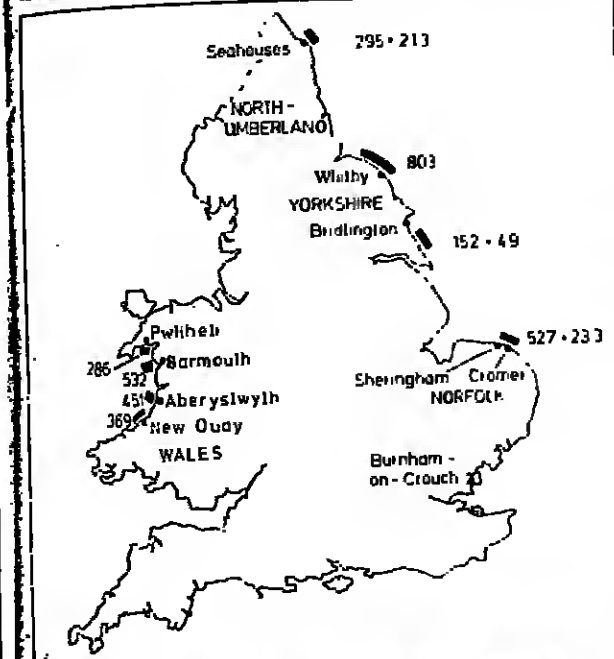
together with details of date and position of capture.

As from October 10, 1977, the tag reward has been doubled to £1 in addition to the market value of the lobster.

Last year a total of 1,777 tagged lobsters were released off Norfolk, Yorkshire and Northumberland, while a further 495 were released off the north-east coast this year to complete the programme in that area.

To date, considerable numbers of lobsters have been recaptured and these have provided valuable information on growth and mortality rates and on migratory movements, or rather the lack of movements.

The results of the 1976 work are already published in Fisheries Notice No. 51 and the 1977 data will be made available early in the New Year.



Position and numbers of tagged lobsters released in England and Wales during 1976-77.

Gales delay salvage bid

FORCE EIGHT south-westerly gales held-up attempts to raise the Grimsby anchor-salvage Arco

Champion last week.

The 47-ton wooden seiner sank in the River Humber off Grimsby on October 18 after a collision in fog with the Hull side trawler *Falcoff*.

At times conditions become so bad that the salvage team from the large *Onward Pioneer* and the lifting pontoon *Amoco* were forced to suspend operations. Gales whipped up heavy seas.

Fish house gutted

SIX FIRE engines were called out to a fire which gutted a fish house on Grimsby fish docks shortly before 4 am on Thursday last week.

Firemen fought the blaze for over two hours in the fish house and offices of Grimsby fish merchants Bayers & Randle of Warnccliffe Road.

The fire was noticed by a dock worker who raised the alarm after he saw smoke billowing from a ground floor.

The fire spread rapidly upwards through the three-story building and despite the use of a turntable ladder and hydraulic platforms by the

firemen, they were unable to prevent it reaching the roof. However, the fire was contained to the one building by the firemen who did an excellent job safeguarding nearby properties.

Damage to the fish house and offices was later estimated in several thousand

pounds but, in spite of the fire, it was business as usual for the firm after its employees had carried out a massive cleaning operation of the ground floor.

It is understood the cause may have been an electrical fault in the employees' messroom.

PORT IN COLOUR

A NEW colour brochure describing the facilities offered at Fleetwood has just been published by The British Transport Docks Board.

In the last five years Fleetwood has achieved a large expansion of trade and

the brochure shows how it is catering for this new business.

Copies of the brochure are available free from the British Transport Docks Board, Dock Office, Fleetwood PY7 6PP (Tel. 059 17 2823/6).

FALKLANDS ARE IDEAL FOR FLEET

SIR, I was very interested by Commander Rankin's comment (*Fishing News*, October 21) on my letter published on October 7.

From my own knowledge, small though it may be, of the Falkland Islands, I would say that they are ideal bases from which to fish — provided one does not need to supply from them.

Commander Rankin appears to miss the point I was making that these fishing expeditions, such as mounted by the Russians, are self-sufficient. All that is needed in such a case is good sheltered water and this there is in abundance in the Falkland Islands.

The main point of Commander Rankin's letter is that we should not fish in our own waters but in those of other nations. This is a very serious charge and I am sure that the Falkland Islands are waters

LETTERS

British and the Argentine has no justifiable legal claim to them. The indigenous population is British and always has been, and the waters around the Falkland Islands up to the 200-mile limit are British (the Argentine claim rests upon a very short 'occupation' of the islands nearly 200 years ago by the short-lived United States of South America of which the Argentine was a component. The claim appears to be more than tenuous).

If we are to be seen off our own waters by the Argentinean government, then all I can say is my call for Britain to wake up is more than justified. Recent incidents with Soviet and other foreign trawlers were with ships fishing in the Argentinean waters.

My proposal is that fishing expeditions, operated from Britain and returning to Britain, should work in British waters. The proposal had nothing whatsoever to do with markets anywhere else.

If the British fishing industry does not adopt fleet fishing to some extent (that, of course, we will have to rely upon waters, near and some middle water fishing. However, if the Russians, the East Germans, the Poles, the Japanese and others can successfully fleet fish — usually in other people's waters — then I completely fail to see why we cannot mount similar successful operations in our own waters.

If we do not show some enterprise and some nerve, then we deserve the results.

S. C. B. CORRIE, M.A., Ph.D., D.Eng., F.R.I.N.A., Ramsey, Merseyside

LONGSHORE ADDITION

A NEW longshore vessel has joined the Lowestoft fleet of small boats taking angling parties to sea. She is *Solo* (LT 288), a similar craft to *Dolly Bird* (LT 384) and *Skono* (LT 195).

'St James' is top at Lowestoft

TOP earner at Lowestoft last week was the Colne Group's 245-ton aid trawler *St James*, commanded by Skipper Billy Goven.

St James returned on the Thursday after 12 days at

sea, with a 340-kit catch worth £12,594.

Built in 1957, *St James* is one of four Vosper-built trawlers now sailing from Lowestoft.

Second place went to Boston Group's stern trawler *Boston Sea Sprite* (Sk. Mike Roven) which, on the Monday, returned after 11 days with a 379-kit catch which sold for £11,789.

The next four places were filled by Talsman vessels. In third place was the 284-ton *Underley Queen* (Sk. Mike Reader), which on the Friday

landed a 357-kit catch after 12 days to earn £11,654.

Fourth place went to *Outton Queen* (Sk. Alan Hutchinson). She came home after 12 days with 403 kits to gross £11,605. The 246-ton *Outton Queen* was built in 1981 as *Dorade* for North Shields owners.

Bornby Queen (Sk. Colin Craig) was fifth with a 360-kit landing worth £11,532 on the Tuesday after 12 days at sea. Her sister-ship *Boltby Queen* (Sk. S. Smith) landed on the Wednesday with 344 kits which sold for £11,264.

Uphill boatmen form association

THE UPHILL Licensed Boatman's and Registered Fisherman's Association has been formed to promote the interests of commercial and charter boat operators on the River Axe estuary at Uphill, Weston-super-Mare, Avon.

At present there are some 20 members representing 10 commercial boats.

The men felt it necessary to form the association after a recent public meeting called by the local authorities to discuss the formation of a "fairways committee" to control all moorings on the River Axe.

It was felt that fishermen and boatmen should have special consideration on moorings which are at present laid to allow maximum time afloat on each tide (Weston-super-Mare has a maximum rise and fall of 0-43 ft. on springs).

Peter Holder, a local fisherman and boatman, was elected as the association's first chairman; Colin Nurse is secretary and treasurer; and David Blackwell and Chris Fry are general committee members.

The secretary can be contacted at 28 Torrington Crescent, Weston-super-Mare, Avon, BA1 1JN. The association is holding an emergency operation on stab wounds.

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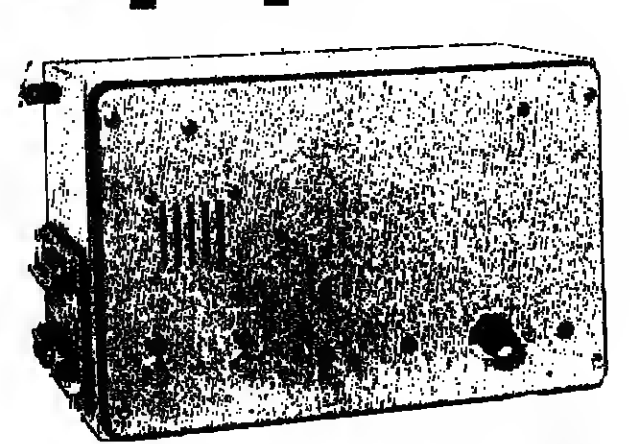
'Carlisle' crewman charged

GRIMSBY trawlerman Graham Horsfall (31) made a second appearance in chambers at Lerwick Sheriff Court last Friday and has been fully committed on a charge of attempted murder.

He was remanded in custody by Sheriff A. A. Macdonald. His arrest followed an incident on board the trawler *Carlisle* when she was berthed in Scalloway the week before.

In hospital at Lerwick is another member of *Carlisle's* crew, Garry Rowntree (28) of Grimsby. He is satisfactory after an emergency operation on stab wounds.

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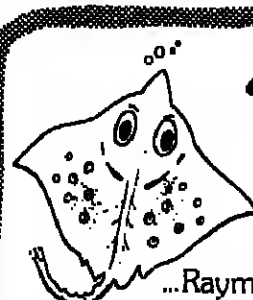
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Starting up a cold engine

"WHY DOES A diesel engine, which starts easily and runs faultlessly in overcast temperatures, become difficult to start when the temperature drops much below average."

"Also, how can I speed the process of starting in winter without using electric starting equipment?"

A most likely cause of starting difficulties would be insufficient cranking speed due to use of lubricating oil of higher viscosity than that recommended by the engine manufacturer and/or too low cylinder head temperature.

To achieve easier starting you must ensure that the lubricating oil is of the minimum recommended viscosity.

If, having done that, the engine is still a recalcitrant starter, and provided that it is fitted with a sump drain pump, you could drain off as much of the oil as practicable, after stopping the engine and storing the oil in a warm place until you want to start again.

If draining is ineffectual, warming air drawn into the cylinders might help. You should remove the air strainer and hold a large lighted twist of clean newspaper over the entrance to the manifold, while cranking.

It may be necessary to repeat the process once or twice, making sure the flame is drawn into the manifold before the engine starts.

Although simple and inexpensive, this method of raising the cylinder head temperature should never be used in a confined space or where there may be fuel or gas fumes present.

If your engine is not fitted with plug holes into which you can insert self-igniting 'cigarettes' to aid starting in cold weather, the simplest and easiest method is to use starting fluids.

Starting fluids are sold in aerosol containers. You spray a little fluid into the air intake or filter just before or while the engine is being cranked. Being volatile, the fluid will ignite easily and set off the injected fuel oil.

Either was sometimes used, before starting fluids became generally available but I don't recommend it.

All other starting aids require additions and/or alterations to your propulsion machinery.

If the flywheel of the engine is not fitted with a toothed band, a mid-sized contrivance with few working parts made by C.A.V. Ltd. might help. It consists of a tubular valve body, carried in a holder which screws into the inlet manifold and operates by burning fuel there and heating the inlet air. It requires a power supply of 18 amps from a 12 volt battery.

If the flywheel is fitted with a toothed band, you might prefer an inertia starter made by Simms Motor Units. It comprises two cranks, a connecting rod

and some springs in which you store energy until ready to start. When you release the energy, it works in the same way as an electric starter.

John Burgess' Log



and some springs in which you store energy until ready to start. When you release the energy, it works in the same way as an electric starter.

Another non-electric starting device, known as the Handraulic starter, is made by Bryce Berger Ltd. at Hucclecote, Gloucestershire. It consists of a hydraulic accumulator, hydraulic fluid feed tank and a unit which fits around the crankshaft.

Yet another, called the Hense Starter, is made by Technische Bureau Hansa, Weidenbaumweg 139, 2050 Hamburg 80, West Germany. It consists of a cylindrical pressure vessel in which you burn old film to form a gas which flows into a cylinder and forces the piston downwards with sufficient force to start the engine running.

If you decide to try a starting fluid and cannot get one locally, a hrew known as Start Pilot is obtainable from Start Pilot Ltd., Holland House, Burnmaster Road, London S.W.17.

C.A.V.'s midjet device and Simms Inertia Starters are obtainable from C.A.V. Ltd., Acton, London W.3.

Line or gill for halibut

"PLEASE SEND us information about halibut and how to catch them."

There are three principal species of halibut: the Atlantic halibut (*Hippoglossus hippoglossus*), the Pacific halibut (*Hippoglossus stenolepis*) and the Greenland halibut (*Reinhardtius hippoglossoides*), which is often called monk halibut.

The halibut is the largest flatfish of oil and in European waters is most plentiful to the north of the British Isles.

It is a deep water species frequently caught around Iceland and the Faroe Islands, and off the Norwegian coast.

Specimens up to 500 lb. have been caught and some authorities consider that it grows to a weight of about 700 lb. All halibut weighing over 50 lb. are females.

The body of a halibut is thicker and narrower than that of most flatfish. The back is usually a dark olive or brown colour and the belly white. It has a large, sharp-toothed mouth and its principal prey is said to be haddock, whiting, aigles, dabs, nephrops and squid.

Atlantic halibut spawn in the spring to the west of the Faroe Islands. They migrate to inshore waters around the Shetland and Orkney Islands and the north of Scotland in June and July.

Halibut also visit grounds off the west and south coasts of Ireland, but those caught there are usually smaller than those taken in deep water to the north of Scotland.

Although captured in gill nets (set in depths between 300 and 500 fathoms) in Norwegian fjords in winter, halibut are also taken on longlines on coastal banks off the Norwegian coast and on most grounds in the North Atlantic and Pacific.

They can be taken with handlines but seldom, if ever, in commercial quantities.

Small halibut have been taken on sand or rock bottom in a few fathoms off the north coast of Scotland but large ones rarely in less than 25 fm. They are said to prefer a sea water temperature of between one and six degrees and to frequent the edges of hard ground.

One halibut longliner I know uses Mustad No. 2 hooks and baits them with small coalfish. They are probably as good bait as any, for halibut seem choosy.

Although halibut may prefer certain foods, pieces of cod, gurnard, ray, flounder, mackerel, as well as crustaceans and molluscs have been found in their stomachs.

If you decide to set longlines for halibut, it might pay to use main line and branch lines or snoods specially designed and constructed for the job. Such lines are obtainable from W. and J. Knox Ltd., Stoneyholme Mill, Kilbirnie, Ayrshire.

Made of hard twisted nylon, the lines are steam-tarred to make them highly resistant to abrasion yet easy to coil. They are available in nine sizes between 3-in. and 1-in. (2.4 mm and 8.00 mm) diameter with breaking strengths of between 130 and 1600 lb.

You could also carry a gaff with a hook made of 1-in. diameter stainless steel and a gap of about 6 in., as normal gaff hooks are too small and weak to deal with large halibut.

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Would it pay to carry a thermometer to find out when water temperatures are favourable for these particular species?

It might pay to carry an inexpensive thermometer even if you only used it to determine when to start catching lobsters in spring.

You could tell when the water temperature on your grounds has risen to 10 deg.C and encouraged them to start moving around and searching for solid food.

You also might not need to set longlines too soon in autumn. Research indicates that although cod prefer to be in water between 2 and 4 deg.C and sometimes in water up to 10 deg. C, they are unlikely to be caught in warmer waters.

Herring, however, prefer water between 31 and 34 deg.C. They spawn in water from 0-12 deg.C in spring and from 8-15 deg.C in autumn.

Mackerel prefer temperatures between 12 and 18 deg. C. Thermometers measuring water temperatures include electronic instruments, instruments attached to wheelhouse recorders, recording thermometers and minimum/maximum thermometers.

Electronic thermometers are fairly bulky and are used with lengths of cable and waterproof probes, the accuracy of which is not affected by water pressure. They are expensive and more suitable for scientific than commercial use.

Reversing thermometers are primarily designed for deep sea work and are fairly expensive, and so a maximum/minimum mercury in glass thermometer would suit you best.

They can be bought, contained in a metal case, from Kelvin Hughes, New North Road, Hainault, Ilford, Essex or obtainable in a plastic case from local ironmongers.

If purchasing the plastic case version, it is advisable to fit it for use in an outer case of iron piping. The outer case will not only take it quickly and directly to any depth but will protect it against damage.

'Burton' pair in dock

BURTON AGNES leads Burton Pidsa into Hull where they are now having extensive repairs following a hard season pair trawling from Grimsby. The boats have not proved entirely satisfactory for pairing, according to owners Newington Trawlers of Hull, and have taken a beating. Pidsa is having extensive repairs to her auxiliary engine, gearbox and some structural repairs to her hull. Agnes is expected to be back fishing in about two weeks, while Agnes is expected to be back fishing in about two weeks.

Lewis fish factory on schedule for June

THE NEW fish drying factory under construction at Hescliffe, Lewis, is expected to go into production in June according to the Highlands and Islands Development Board.

The board stated last week that the construction work was on schedule and the pier should be completed in the spring.

Gordon Drummond, member of the board, and James K. Lindsey, head of the fisheries division, have been appointed as their first joint directors on the development.

'The Stowboaters'

"THE STOWBOATERS", by Hervey Benham, is published by Essex County Newspapers Ltd., Colchester. £3.50p.

THIS SHORT 49-page book is of an awkward shape to accommodate drawings of the now-net fishing gear it describes.

The stow-net was much larger than the boats which used it for what would now be called mid-water fishing. Few of the present generation have noted this type of gear which was used on various grounds along the south and west coasts. The Wesch, the Thames Estuary and in the Solent.

The net was made up on to two baulks, the lower one weighted to hold the mouth open, with four ropes known as handlets joining each end of the baulks to an extra big ring in the anchor chain.

The smack was anchored in the path of a shoal of fish and the net, when full enough, was taken aboard by closing the baulks with a wink-chain which led from one, through an eye in the other, and was worked on the starboard barrel of the windlass.

The end was lifted aboard and the rest secured alongside. Then the net was gradually hauled so that the fish could be worked into the smack's hold.

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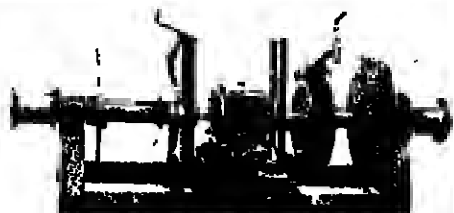
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SPAIN WIDE OPEN FOR BRITISH FISH

SPAIN will be looking increasingly to the UK for fish supplies following a week-long White Fish Authority export mission for fish merchants which ended last month.

The country's merchants are being pressed to satisfy the incredible demand for fish from the 35 million population who have a completely different attitude to fish than the British.

Fish are bought fresh and whole, rather than in fillets, and even the smallest species are no trouble for them to prepare. Fish sells for high prices and the accent is on variety and quality only. Shellfish sales are very strong.

Big sales of frozen prepared dishes and portions are still some years away, but the supermarkets carry a tremendous range of canned products.

Spending on fish is far higher and there are still religious reasons to choose fish. Meat is expensive, too.

Hake is the main fish Spain wants to import and it is rocketing in price. They have the same taste for this fish as the British do for cod—but like cod supplies are desperately short.

Hake is even being brought from Argentina and British hake, the Spanish hoped, would supplement these imports and the home catch.

Another species very much in demand is squid. Here again, however, British supplies are very limited.

The Spanish expressed strong interest in buying whiting, mackerel, turbot, sprats for canning, scampi, scallops, razor shells, spider crabs, velvet crabs, sole, crawfish, lobsters, prawns, winkles and mackerel.

Soon it was realised that, if all the merchants on the trip took up the contracts offered, they would be bidding against themselves on the markets for species such as sole and hake which are landed in relatively low quantities.

As Jack Marshall, the Byemouth-based merchant now running his new Nor Mar Foods Ltd. plant, said: "We would all be bidding for the same fish and more merchandising firms would soon go bankrupt."

The week-long mission gave merchants the opportunity to make wide contacts, while the old hands at exporting to Spain were welcomed with open arms by Spanish merchants.

The White Fish Authority

Ian Strutt reports on a White Fish Authority mission aimed at selling fish in Spain.

had pulled all its Government strings to set-up the trip and the merchants made good use of facilities laid on by the British Embassy staff in Madrid and British trade representatives at various ports.

First call was Madrid where the 30-strong party got straight down to business with a visit to the capital's ageing fish market.

Trucks and vans all but blocked the entrance, and inside there was even less room to move. First impressions were of the small size of the fish on offer. This came as quite a shock to a number of merchants.

Some species—such as sole—just couldn't have been landed at UK ports without having the Ministry coming down on the skipper like a ton of bricks. Boxes of sole were just the size of a small hand!

Suddenly it became very understandable why the Spanish were keen on importing.

Merchants on the mission were none too keen on conditions at the market, with rather too much dirty-looking water swirling about the floor.

Only wood and aluminium fish boxes were in use—no sign of plastic—but the

variety of fish left UK markets standing. Few shellfish were for sale that day and it seemed to one Scottish merchant that, as no cod or haddock were on offer, Madrid could not cope with these fish. There was no mackerel, either. Scots hake, squid and magrime were spotted, however.

Madrid's rather old market is to be replaced by a new building but, as one of the party was to explain, there are problems.

Carlos Bohorquez, who runs his own fish export business from London, said that merchants on Madrid market had bought and sold their market pitches at high prices for years.

Now, with a new market having ample space for allcomers, they do not want to give up their assets. So, the merchants were digging in for a battle.

Next stop was the British embassy. Trade staff had lined up representatives of Spanish importers and a doctor's waiting room atmosphere set in as merchants went into action one-by-one at private meetings.

Embassy staff summed up Spain's problems, the market and the deep feelings over the loss of fishing grounds with the advent of

exclusive 200-mile limits.

The opportunity to visit the next year, the merchants were told. Anglo-Spanish relations are very good and the country had been transformed into a democracy very smoothly following the death of Franco.

However, like Britain, Spain has run into severe economic difficulties leading to a high level of unemployment. (Another cut in the value of the peseta could be on the way, too.)

The fishing industry is a present a political 'hot potato' and there is pressure not to allow too much fish to be sent to Spain to keep the home industry happy. This is being countered by the EEC now that Spain has applied to join.

Britain is strongly supporting Spain's application, so this should help British merchants.

The thorny question of export licences was raised by merchants and embassy staff promised to take up the problem of delays. At one time import licences were available quickly. Now, delays of up to six weeks meant that fish at British ports reserved for Spain is often sent elsewhere.

The number of import licences also needs to be increased. The Spanish might be persuaded to co-operate in return for extra fishing rights within EEC waters, according to the embassy.

The paperwork of exporting to Spain is complex and Spain is protectionist. A home compensation tax and customs duties have to be paid and the fish must be sold within a set time.

However, moves are being made to cut tariffs where possible and this has started to happen.

Madrid is the base for a new fish import organisation set-up by a consortium of merchants and their director, general, Mr. Francisco Aleman, attended an evening cocktail party at the embassy.

He welcomed the mission to Spain, but also couldn't resist a dig at the EEC for cutting off the Spanish from their traditional fishing grounds.

His organisation is, in fact, so new that its full strength is still unknown.

Tony Woodcock, the WFA trade officer who organised the mission, put the view that the party was in Spain because of a changing pattern in British fishing.

Our distant away and now our fleet is fishing some species not readily marketable at home. We are not just going to Spain, he said. Our industry is going through the problems of yours.

Using the ultra

complex set in the bay, the size of the mussel industry contains hundreds of boats.

The wooden boats are a base for the mussel industry. The boats are small and the crews are small.

Skippers working from La Coruna have ended up in British courts for poaching inside our 200-mile limit and, like a number of other Spanish ports, it's not safe to visit a fish plant or the water means an

growth rate for the fish. The boats are small and the crews are small.

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ABOVE: A boat-load of mussels being brought in for processing at Vigo, Spain. A hydraulic crane is used to lift ropes of mussels aboard from growing reefs anchored in the bay.

From Vigo the party went by coach to historic Santiago for meetings with merchants from the large port of La Coruna.

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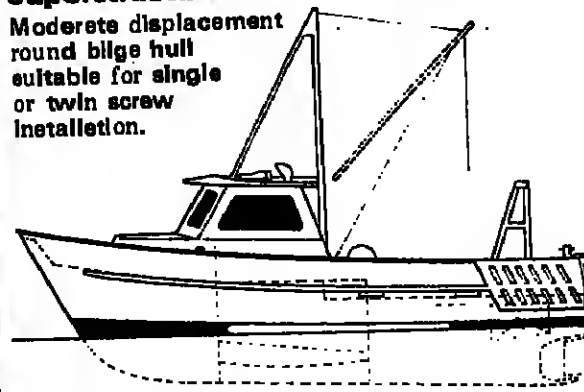
Skippers working from La Coruna have ended up in British courts for poaching inside our 200-mile limit and, like a number of other Spanish ports, it's not safe to visit a fish plant or the water means an

FREEWARD MARINE

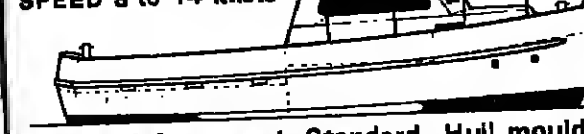
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Continued on p12

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WFA STEPS UP FREE COURSES

THE White Fish Authority Industrial Development Unit is stepping up the number of its free training courses. Over the next eight months 36 courses will be held at different ports around the country. Courses in fishing gear technology, fish handling and marine science will be held at the WFA Fisheries Training Centre in Hull.

Acoustic fish detection, engine maintenance, hydraulics and electronics will be given in the WFA mobile training unit at Lowestoft, Avon, Hull, Fleetwood, Whitstable, North Shields, Plymouth, Pitsenweem, Fraserburgh and Buckle.

Training manager Duncan Amos said: "The courses in gear technology, engine maintenance, hydraulics, electronics, fish handling and marine science were introduced last year and have been remarkably successful."

"We know that few skippers can afford to be away from fishing for long periods and so all of our courses are short, varying from two-and-a-half to five days."

"They all lean heavily on practical demonstrations and active involvement."

Gear Technology

A five-day course using the WFA flume tank as a demonstration facility. It is divided into different horsepower classes: 20 to 150hp, 150 to 500hp, 500 to 1000hp plus.

Each course is divided into three parts covering trawls in general, bottom gear and

pelagic gear. Although theory of trawling is not neglected, courses are essentially practical.

Participants spend about 25 hours of the 37 hours total course time performing experiments with model trawls in the flume tank.

Over 30 different trawls are available for demonstration and testing in the tank.

This two-and-a-half day course was designed for vessels which do not carry a qualified engineer.

Its aim is to help diagnose and rectify simple faults which comprise most of today's breakdowns in the engine room.

The course commences with an explanation of how diesel engines work, compares the different types, and outlines the maintenance that can be done at sea and in harbour.

Injectors, lubrication systems, cooling systems and so on are covered, and special emphasis is given to preventive maintenance, fault diagnosis and rectification.

The setting up and maintenance of Morse controls is described and demonstrated. Particular emphasis is given to fault location to electrical systems using test instruments and to cathodic protection.

Hydraulics

Following from the engine

Marine Science

The course shows those aspects of oceanography, marine biology and fish behaviour which are of direct relevance to commercial fishing. It is a three-day course beginning by reviewing the principal world fishing

maintenance course or combined with a specially expanded electrical course, it starts with lectures on the application of hydraulics in fishing and basic system theory. It goes on to discuss different types of valves, pumps, motors and other components in the modern hydraulic system.

Care and maintenance of hydraulic systems is also covered. The selection of drive components, in which advice is given on commissioning new hydraulic systems, is covered.

Acoustic Fish Detection

A three-day course dealing with practical problems of handling and processing the catch on board fishing vessels. It commences with a lecture on bacterial and enzymic decay of fish flesh, in which live bacteria is examined through a microscope.

Gutting, washing, bleeding and freezing methods are described and demonstrated. This is followed by lectures on the use of ice for preserving fish and the correct methods of storage by bulk, shelving and boxing.

Demonstrations are given using mock fishroom sections and fish.

Full details can be obtained from the Training Manager, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, North Humberside.

grounds and explaining the importance of them to marine currents and upwellings.

Lectures on the ecological chain, fish reaction to temperature, population dynamics, migration and basic fish physiology. A major section deals with the reactions of fish to bottom topography and fishing gear, illustrated by underwater films and videotapes taken by divers of the Aberdeen Marine Laboratory.

Engine Trouble

This five-day course is in the use and interpretation of modern fish detection equipment. An important feature is the high degree of realism introduced by having the equipment on which to demonstrate.

It consists of modern sounders and sonars driven by multi-channel tape recorders which use tapes pre-recorded at sea on commercial vessels.

Fishermen are taught how to set up and operate the equipment and interpret the information as it is displayed.

All of the courses above are free to members of the UK fishing industry. Skippers and fisheries students from other countries are also welcome to attend the courses on a fee paying basis.

Full details can be obtained from the Training Manager, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, North Humberside.

Spain Wide Open

Continued from p.11

Their catches surprised merchants. Fish were just tiny, but bidding was keen. The market café seemed to take up as much space as the two sale rings!

Mackerel

One fish the Spanish are buying is mackerel. John Daley of the Brixham-based firm of Pescos Fisheries was delighted with the prospect of an export contract. Also, like many of the merchants on the trip, he made contacts amongst UK firms which may lead to large orders.

One way of selling to Spain is to make up container loads of quality fish. However, a number of merchants agreed that selling one load is easy. The problem is making a profit and keeping the market. Payments can be delayed and all sorts of difficulties arise.

There are licence and transport problems and, unless merchants are highly organised and well capitalised, the risks of exporting can be too great. Fish can be condemned at the drop of a bribe. It is claimed in many Continental countries.

While Spanish prices are high, France and Italy will often pay even more to secure supplies.

10 variedades de merluza

Birds Eye's Maurice S. Ware made sales of this special Spanish pack — hake fish fingers — during the trip.

Authority mission for fish exporters may well be to the South of France and Northern Italy. Feelers have, in fact, already been put out. One man certain to be on that trip is Peter Lovell of Breksee. A veteran of many a fish sales campaign, he said his name will be at the top of the list for the next WFA export mission.

The variety of size and species of the Spanish market.

the next White Fish

UK-IRISH FISH TALKS

BRITISH fishing representatives will meet their opposite numbers in Ireland later this month to discuss a united policy for the next round of EEC talks to be held in December.

The Dublin meeting will take place on November 19-20 when Scottish and English inshore and trawling interests will be represented.

David Aitchison, chief executive of the Scottish Fishermen's Federation, said the industry is still convinced

that only a 50-mile exclusive control zone would save them.

The Irish aims were very similar to the UK and the "get together" was aimed at formalising strategy.

Mr. Aitchison said that during the visit the British representatives hoped they would meet the Irish fisheries ministry.

"We have seen in Europe how difficult it is to get agreement on comparatively straight forward conservation issues."

"We can see no other way to protect stocks than by a 50-mile control zone," he said.

The Common Market's decision to allow the French a 100-tonne exemption from the North Sea herring ban could open up the case for

small UK herring fisheries which would help small boat fishermen.

Dr. W. J. Lyon Dean, chairman of the Herring Industry Board, said that the EEC council of agriculture and fisheries minister's agreement to allow a small, localised French fishery supported

"discreet" UK herring fisheries. One example could be a small fishery in the Moray Firth.

Mr. Aitchison said that the council's decision regarding the French fishery would be viewed with a very critical eye by SFF members.

He hoped that the UK ministers put forward a case for "our own people" in this respect, but added at the

same time the Scottish Fishermen's Federation had been supporting a total ban in the North Sea.

Gilbert Buchan, vice-president of the SFF, said that giving a small quota to the French amounted to a further erosion of the conservation policy and is an action difficult to understand.

Meanwhile, the absence of herring in the Minch is causing considerable concern among fishermen.

Catches are still very poor and there are no signs of improvement. Jim Lovie, chief executive of the Scottish Fishermen's Organisation, said it was about time that the fisheries department were finding out if the stock had moved north or south.

He added that he felt the whole migratory pattern of herring should be looked at closely — bearing in mind that last year there was an unexpectedly good herring fishery off Scotland.

The ML24 has a heavy-displacement hull form with a 9ft. beam and 3ft. 9in. draft. The traditional hull form offers excellent sea-keeping ability, together with more than usual fish stowage capacity, according to the firm.

Forward or aft wheel-houses may be built and there is room forward for a small cuddy with two berths and lockers under, plus galley and toilet. This layout is more suited to the forward wheelhouse arrangement, when access to the cuddy is through the wheelhouse bulkhead. Engines of between

20 and 40hp may be fitted to give speeds of seven to eight knots.

Hull mouldings only are supplied by Milton Laminates although quotations can be given for glassing in the beam shelf, etc., to aid fitting out. One main bulkhead is fitted at the works.

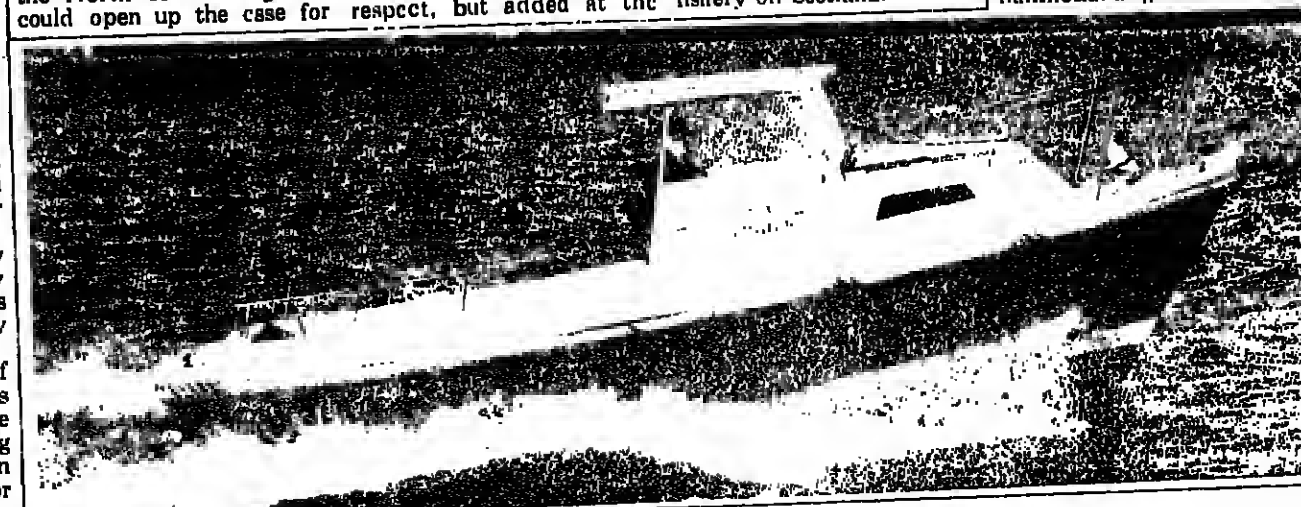
The moulders can put owners in touch with a builder on its approved list if he requires a yard to complete the hull.

Some 20 of these 24ft. mouldings have recently been supplied to Norway, the Channel Isles, Sussex, while one is now moulding for the Shetland Isles.

The ML22 — designed by Alan Hill of Burnham on Crouch — is of a versatile hull form of the medium displacement, medium speed, type. The hull moulding only can be supplied, either with or without floors and engine beds, for use as an open boat, or a complete set of mouldings with deck and superstructure complex.

The boat is suitable for either tiller or wheel steering and engines from 20 to 40hp have been fitted.

The ML18 is designed as a one-man boat.



WHITE FISH AUTHORITY TRAINING COURSES

1977
NOVEMBER

LERWICK
LERWICK
LOWESTOFT
AVR
AVR

1 to 5
7 to 11
14 to 18
21 to 25
28 to 21 Oct

Acoustic fish detection.
Engine and hydraulics for inshore fishermen.
Acoustic fish detection.
Engine and hydraulics for inshore fishermen.
Acoustic fish detection.

DECEMBER
HULL*
HULL*

5 to 7
12 to 18

Fish handling and preservation at sea.
Fishing gear technology (special course on Lowestoft C4 trawl).
Electric and hydraulics for middle water trawler engines.

LOWESTOFT

12 to 18

1978
JANUARY
HULL*
FLEETWOOD
FLEETWOOD
HULL*

9 to 13
16 to 20
22 to 28
30 to 31 Feb

Fishing gear technology (150 to 500hp vessels).
Engine and hydraulics for inshore fishermen.
Acoustic fish detection.
Pelagic fishing techniques.

FEBRUARY
HULL*

6 to 10

Fishing gear technology (1000hp and above vessels).
Acoustic fish detection.
Electric and hydraulics for distant water trawler engines.

HULL

6 to 10
13 to 17

Marine science for inshore fishermen.
Engines, hydraulics and acoustic fish detection for coasteal fishermen.
Engines and hydraulics for inshore fishermen.
Acoustic fish detection.

HULL*
WHITSTABLE

13 to 15
13 to 17

Fishing gear technology (20 to 150hp vessels).
Fish handling and preservation at sea.

NORTH SHIELDS
NORTH SHIELDS

20 to 25
27 to 31 Mar

Fishing gear technology (20 to 150hp vessels).
Fish handling and preservation at sea.

MARCH
HULL*
HULL*

6 to 10
13 to 15

Fishing gear technology (500 to 1000hp vessels).
Engine and hydraulics for inshore fishermen.
Acoustic fish detection.

APRIL
HULL*

3 to 7

Fishing gear technology (150 to 500hp vessels).
Fish handling and preservation at sea.

EYEMOUTH
EYEMOUTH
HULL*

10 to 14
17 to 21
24 to 28

Engine and hydraulics for inshore fishermen.
Acoustic fish detection.

MAY
PITTSWEEM
PITTSWEEM
HULL*

1 to 5
8 to 12
15 to 19

Engine and hydraulics for inshore fishermen.
Acoustic fish detection.

FRASERBURGH
FRASERBURGH

15 to 19
22 to 28

Engine and hydraulics for inshore fishermen.
Acoustic fish detection.

JUNE
BUCKIE
BUCKIE
HULL*
HULL*

5 to 9
12 to 18
19 to 23
19 to 23
28 to 30

Engines and hydraulics for inshore fishermen.
Acoustic fish detection.
Fishing gear technology (20 to 150hp vessels).
Acoustic fish detection.
Electric and hydraulics for distant water trawler engines.
Marine science for inshore fishermen.

HULL*

28 to 28

Courses marked thus * will be held at the WFA Fisheries Training Centre in Hull. The remaining courses will be held in the WFA Mobile Training Unit at the ports indicated.

All courses are FREE to bonafide members of the UK fishing industry. Overseas skippers and fisheries students are also admitted on a fee-paying basis or specialised courses can be arranged.

APPLICATION FORM
To: The Training Manager, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, HU3 4QE
Telephone: 0482-27837
Telex: 527281

I would like to enrol for the course in.....

Date of course.....

Please send me more details about the following course:

(Delete as appropriate)

Name and address.....

Telephone No.....

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"SHEPHERD LASS" 38ft., built 1975, half decked with forward accommodation and large wheelhouse, purpose built for charter work, large well deck, fitted deck and locker, 12 rods in comfort, 40hp Petter 6-cylinder new 1975, s/a radio, echo sounder. Both boats have been well maintained and are in first class condition, ready for sea. Any trials welcome.

Telephone: GREAT YARMOUTH 65498

For Sale by Private Bargain MV "REPLENISH" (INS. 37)

Built of wood 1967 by John Watt & Sons, Banff. Overall length 55.6 ft., registered 62 ft., breadth 8.8 ft., tonnage 45.5. Engine, 230 hp Gardner. Vessel rigged for seine net trawl. Main cabin with 100 hp outboard, quantity of fishing gear to be sold with the vessel. Equipment owned: Kelvin Hughes type 17 radar, Kelvin Hughes type 25 sounder, scale expander. Equipment hired: Deca navigator, plotter, Kelvin Hughes VHF and Sailer radio. The boat has a Carron power block plus a spare propeller. Vessel recently completed overhaul, can be inspected at any time at Lough Harbour by arrangement with: J. Edwards, Telephone: Lough Harbour 22858. Or A. Duthie, Telephone: Lough Harbour 2073. Offers in Writing to, A. Duthie, Lough Harbour.

WHITBY built, twin engine, double ended, 25ft. x 6.6ft., twin cylinder Petter diesel, 22.500, registered trawler etc., suitable angling, VHF, telephone: Fleetwood 78716 evenings.

CYGNUS WORKBOAT, fitted out to swan requirements, GM 216, from 4.3.70, GM 250, from 1.10.70, GM 320, from 1.10.70, GM 370, from 1.10.70, GM 400, from 1.10.70, GM 450, from 1.10.70, GM 500, from 1.10.70, GM 550, from 1.10.70, GM 600, from 1.10.70, GM 650, from 1.10.70, GM 700, from 1.10.70, GM 750, from 1.10.70, GM 800, from 1.10.70, GM 850, from 1.10.70, GM 900, from 1.10.70, GM 950, from 1.10.70, GM 1000, from 1.10.70, GM 1050, from 1.10.70, GM 1100, from 1.10.70, GM 1150, from 1.10.70, GM 1200, from 1.10.70, GM 1250, from 1.10.70, GM 1300, from 1.10.70, GM 1350, from 1.10.70, GM 1400, from 1.10.70, GM 1450, from 1.10.70, GM 1500, from 1.10.70, GM 1550, from 1.10.70, GM 1600, from 1.10.70, GM 1650, from 1.10.70, GM 1700, from 1.10.70, GM 1750, from 1.10.70, GM 1800, from 1.10.70, GM 1850, from 1.10.70, GM 1900, from 1.10.70, GM 1950, from 1.10.70, GM 2000, from 1.10.70, GM 2050, from 1.10.70, GM 2100, from 1.10.70, GM 2150, from 1.10.70, GM 2200, from 1.10.70, GM 2250, from 1.10.70, 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